

The background of the cover is a photograph of the entrance to the Supreme Court of Missouri. It features a large, ornate wooden double door with decorative square studs and circular window inserts. Above the door is a stone pediment with a central relief of a person's head and floral motifs. The text is overlaid on a semi-transparent blue circular graphic.

# MISSOURI VEHICLE STOPS 2024 ANNUAL REPORT

MISSOURI ATTORNEY GENERAL'S OFFICE





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# Missouri Vehicle Stops 2024 Annual Report

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# ANDREW BAILEY

## Missouri Attorney General

### ANDREW BAILEY SERVES AS MISSOURI'S 44<sup>TH</sup> ATTORNEY GENERAL



Andrew Bailey  
Missouri Attorney General

As the chief lawyer for the State of Missouri, my job is to protect each and every one of our six million citizens from crime, abuse and fraud, a responsibility I take very seriously. Our government, the shared responsibility between the citizens of our state and the elected officials, must be a framework that preserves all citizens' rights to life, liberty and pursuit of happiness.

The office of the Missouri Attorney General is required, by law, to collect data on the demographics of the traffic stops made by law enforcement officers from across the state, and to report these findings to the Governor and the public. Importantly, this data can help government and law enforcement determine any issues with variations related to stops and searches.

This report aggregates the traffic stops data from 495 law enforcement agencies across

the state, breaking down the data as it relates to race, the number of stops, the search rate, contraband hit rate and arrest rates. In 2019, we identified several changes to questions that officers must answer when making a stop that we believe will make future reports more informative. This includes questions relating to the officer's assignment, the residential zip code of the driver stopped and the reason for issuing a citation or warning. This data provides more context for the data collected and was fully available in the 2021 report.

As we seek to balance the rights of all citizens of our state with the enforcement of the rule of law, and the brave men and women of law enforcement who put their lives on the line every day to protect us, we will continue to improve this report.

# BACKGROUND

Concerns by the citizens of Missouri and the Missouri legislature regarding allegations of bias in traffic enforcement prompted the passage of SB 1053 (2000). SB 1053 created Section 590.650, RSMo. which became effective August 28, 2000. This statute created the Vehicle Stops Report and required that the Attorney General's Office collect and report on traffic stops conducted by law enforcement officers across the state of Missouri.

Under § 590.650, RSMo. all peace officers in the state must report specific information, including a driver's race, for each vehicle stop made in the state. Law enforcement agencies must provide their vehicle stops data to the Attorney General by March 1, and the Attorney General must compile the data and report to the Governor, General Assembly, and each law enforcement agency no later than June 1 of each year. The law allows the Governor to withhold state funds for any agency that does not submit its vehicle stops data to the Attorney General by the statutory deadline.

After reviewing analysis of the Vehicle Stops Report (VSR) and conferring with law enforcement leaders across the state in 2019, the Attorney General's Office

(AGO) began implementing comprehensive changes to the VSR. These changes improved the information collected for the report while allowing for a fundamental shift in the level of analysis possible through the VSR. Three additional questions were added to the report that collect information on officer assignment during the stop, the residential zip code of the stopped driver, and the cause of citations and/or warnings issued to the driver. In addition, other questions were adjusted for clarity or to improve the value of the data they collect by adding response options.

Additional improvements to the VSR may become feasible as more agencies report detailed incident-level data on traffic stops. Currently, most agencies only report the aggregate numbers of stops meeting the criteria for each question broken down only by the race and ethnicity of the individual involved in the stop. This reporting framework prevents more in-depth analyses that take into consideration other factors such as driver age, driver sex, and time of stop. Multi-variate analysis of incident-level data will significantly improve the informational content of the VSR. The AGO has implemented an optional data reporting framework that collects detailed information for each

stop an agency made during the year, rather than just totals by race for each agency. These changes became effective January 2020 and implementation efforts across the state are ongoing.

The aggregate data reported in the VSR provides a detailed comparison of differences in stops and outcomes of stops by race and ethnicity, for the state overall and for each agency. The VSR also reports relevant population data and calculates stop rates for the purpose of comparing differences by race and ethnicity relative to population, for the state and for each agency.

The summary of statewide vehicle stops data has been provided by a team of researchers in the Economic and Policy Analysis Center at the University of Missouri in Columbia. The team is led by Dr. Brittany Street, Assistant Professor of Economics; other team members include Dr. Jeffrey Milyo, Professor and Chair of the Department of Economics, and Dr. Tabitha Chikhladze, Assistant Teaching Professor.

# STATEWIDE METRICS

This report summarizes traffic stop data from 495 law enforcement agencies in Missouri that reported data for calendar year 2024. Of these, 43 agencies reported no traffic stops during the year; these agencies often contract out traffic enforcement to another agency covering their jurisdictions and focus on other enforcement activities.<sup>1</sup> In total, this report represents 94% of the 529 active law enforcement agencies in the state. The statewide data described in this section are also presented in the same manner for each agency in the attached agency reports.



<sup>1</sup>Agencies with zero stops include: Beverly Hills Police Dept, BNSF Railway Police Dept, Camden Police Dept, Cameron Schools Police Dept, Clarkson Valley Police Dept, Cool Valley Police Dept, Corder Police Dept, Crowder College Police Dept, Crystal Lakes Police Dept, Dellwood Police Dept, East Lynne Police Dept, Flordell Hills Police Dept, Glen Echo Park Police Dept, Green City School District Police Dept, Greendale Police Dept, Hanley Hills Police Dept, Henrietta Police Dept, Humansville Police Dept, Jackson County Drug Task Force, Keytesville Police Dept, Laddonia Police Dept, Metropolitan Community College Police Dept, Mineral Area College DPS, Missouri Dept. of Revenue, Missouri Division of Alcohol & Tobacco Control, New Bloomfield Police Dept, New Franklin Police Dept, Nixa Schools Police Dept, Norfolk Southern Railway Police Dept, Pagedale Police Dept, Pasadena Hills Police Dept, Pine Lawn Police Dept, Springfield School Police Dept, St. Louis Community College Police Dept, Terminal Railroad Association of St. Louis, Union Pacific RR Police-Kansas City, Uplands Park Police Dept, Velda City Police Dept, Velda Village Hills Police Dept, Vinita Park Police Dept, Wardell Police Dept, Wellston Police Dept, Missouri Supreme Court Marshal's Office



# STATEWIDE METRICS CONTINUED

The 2024 VSR can be viewed as representing the new equilibrium after many years of interpreting the VSR through the context of the COVID-19 environment, which disrupted normal driving patterns and police operations. In the last few years, remote work and school changed the composition of drivers and agencies enacted policies to minimize interpersonal contact with motorists, keep jail populations low, and respond to staffing shortages. While patterns of driving and

policing may still be different from 2019, it is now reasonable to interpret the report as conditions under the new normal. In 2024, overall stops and arrests fell by 6% and 14% from 2023, respectively, while remaining 16% and 34% lower from 2019 levels. Searches were 1% and 40% lower than in 2023 and 2019, respectively; however, hit rates (i.e., rate of finding contraband per search) were also down by 9.5% and 8.7% in 2024 relative to 2019 and 2023, respectively.

In 2024, the agencies filing reports recorded 1,282,528 vehicle stops, resulting in 61,389 searches and 49,421 arrests. Table 1 provides summary data on stops, searches, arrests, and citations, broken out by race and ethnic group; this facilitates comparisons across groups and over time using past reports.<sup>2</sup> More detailed data on vehicle stops and outcomes of stops are listed in Tables 4 and 5, located at the end of this report.<sup>3</sup>

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<sup>2</sup> Race and ethnicity are recorded based on officer perception at the time of the vehicle stop.

<sup>3</sup> The analysis in the report is based on the aggregated data reported by each agency and transferred from the Attorney General's Office. Thus, it relies on the assumption of accuracy in the reported data in terms of the tallying of stops and resulting outcomes, the distinction between resident and non-resident drivers, etc.



# TABLE 1: RATES BY RACE FOR MISSOURI

	Total	White	Black	Hispanic	Native American	Asian	Other
<b>Population</b>							
2023 ACS pop.	4945676	3893895	529653	214552	13584	106044	337617
2023 ACS pop. %	100	78.73	10.71	4.34	.27	2.14	6.83
2020 Decennial pop.	4775612	3723642	514169	197173	18642	104558	217428
2020 Decennial pop. %	100	77.97	10.77	4.13	.39	2.19	4.55
<b>Totals</b>							
All stops	1282528	984190	217871	46655	2171	14372	17269
Resident stops	640014	523042	86318	19447	877	5684	4646
Stops %	100	76.74	16.99	3.64	0.17	1.12	1.35
Searches	61389	46038	11651	2988	88	358	266
Contraband	13355	10368	2278	574	17	64	54
Arrests	49421	33228	12680	2877	70	303	263
Citations	532132	377384	117743	24313	755	6283	5654
<b>Rates</b>							
Stop rate	25.93	25.28	41.13	21.75	15.98	13.55	5.11
Stop rate, residents	12.94	13.43	16.3	9.06	6.46	5.36	1.38
Stop rate, variation	1	0.97	1.59	0.84	0.63	0.52	0.20
Search rate	4.79	4.68	5.35	6.4	4.05	2.49	1.54
Contraband hit rate	21.75	22.52	19.55	19.21	19.32	17.88	20.3
Arrest rate	3.85	3.38	5.82	6.17	3.22	2.11	1.52
Citation rate	41.49	38.34	54.04	52.11	34.78	43.72	32.74

Notes: The American Community Survey five-year population estimates for ages 16+ as of 2023 are used for Missouri. For comparison, the 2020 Decennial Census population estimates for ages 18+ are also shown in the table. The ACS only provides race-specific Hispanic estimates for White, meaning non-White Hispanic residents are double-counted in the race percentages above.

Stop rate = (stops / 2023 population) X 100.

Stop rate, residents only = (stops by residents / 2023 population) X 100.

Stop rate, variation = (proportion of stops/proportion of population). A value of 1 indicates no difference between the share of stops and share of local population for a given group. Values greater than one indicate over-representation in the share of stops relative to local population, while a value less than 1 indicates under-representation.

Search rate = (searches / stops) X 100.

Contraband hit rate = (searches with contraband found / total searches) X 100.

Arrest rate = (arrests / stops) X 100.

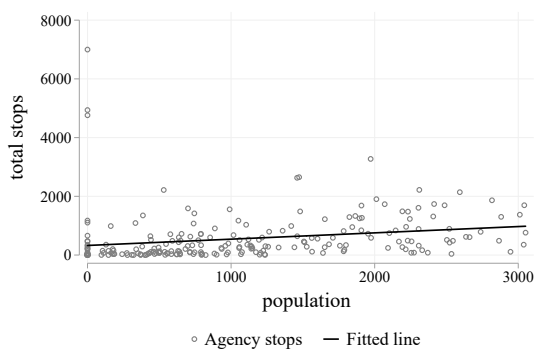
Citation rate = (citations / stops) X 100.

Table 1 lists the number of traffic stops for residents of the community served by a particular agency. Stop rates are therefore calculated for all stops and for the subset of vehicle stops involving only residents. However, because only aggregate data is currently required to be reported by agencies, it is not possible to calculate search rates, arrest rates, etc. for residents, nor is it possible to break down the detailed data in Tables 4 and 5 (below) for residents only. In the future, as more agencies report incident-level data, a more detailed breakdown of data by residence will be feasible. For consistency and ease of exposition, all subsequent discussion of these data refers to total vehicle stops by agencies.

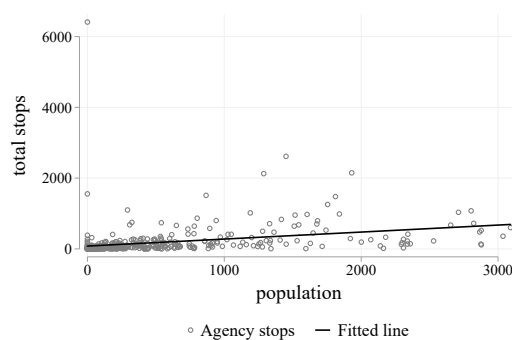
Figure 1 provides more context by comparing traffic stops by agencies to their associated community population for both the total population (left side) and the non-white population (right-side) in each community. For example, the Columbia Police Department is matched to the total and non-white population for the city of Columbia, and so on. Agencies that do not match directly to census geographies, such as university and airport police, are assigned a population of zero.

# FIGURE 1: TOTAL STOPS ACROSS AGENCIES FOR MISSOURI

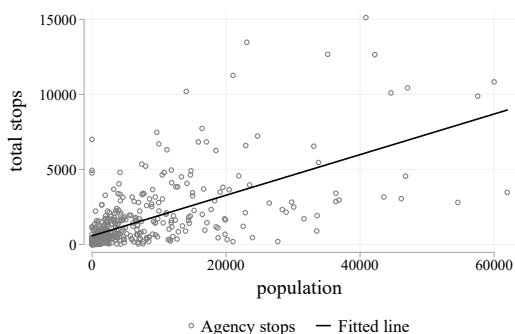
(a) Total stops, pop. below median



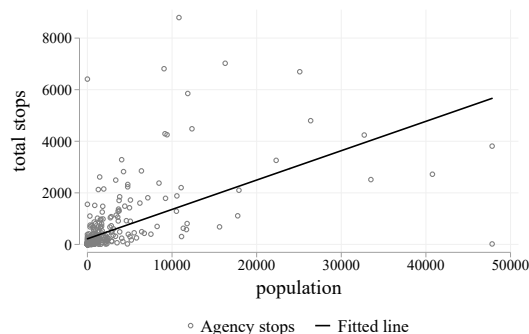
(b) Non-white total stops, pop. below median



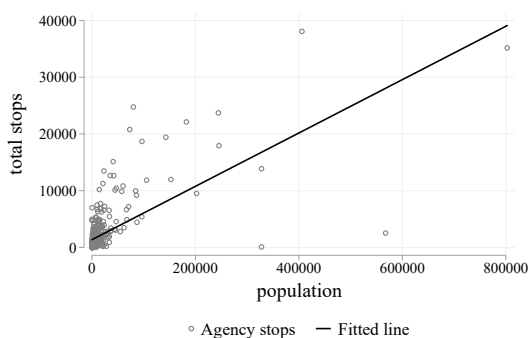
(c) Total stops, pop. below 95th percentile



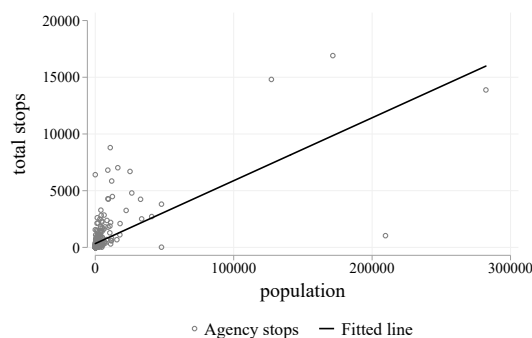
(d) Non-white total stops, pop. below 95th percentile



(e) Total stops, all



(f) Non-white total stops, all



Notes: Figure (a) depicts the total number of stops for all agencies with a total population less than the median population size (3,241 persons) in Missouri plotted against population size. Similarly, Figure (b) shows the total number of non-white stops by the non-white population size for each agency for those same agencies. Figures (c) and (d) follow the same format but for agencies with a total population less than the 95th-percentile (66,599 persons). Finally, graphs (e) and (f) graph all agencies, except the Missouri State Highway Patrol, which covers the entire state. Population is measured using the 2023 American Community Survey 5-year estimates for Missouri. The ACS only provides race-specific Hispanic estimates for Whites. To avoid double counting, we calculate the total non-White population as the total population minus the Non-Hispanic White population for each agency. Agencies without population (e.g., university police) are considered to have a population of zero.

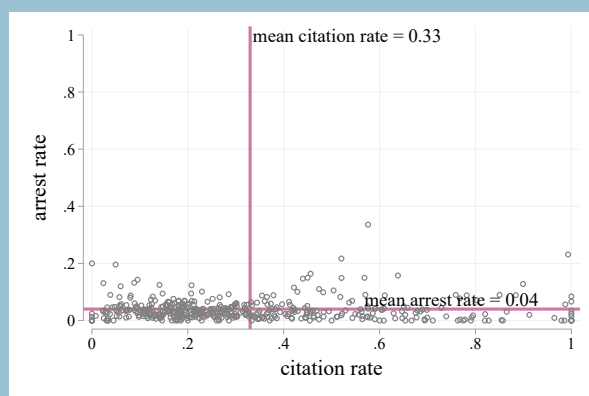


The panels in Figure 1 are split across three rows according to community size; this facilitates comparisons across agencies serving similar-size communities. The panels in the first row focus only on agencies serving smaller communities (less than median population, or 3,241 persons), while the second row of panels covers agencies serving all but the largest 5% of cities (i.e., communities with less than 66,599 persons) and the last row of panels includes all agencies, except the Missouri State Highway Patrol. Each panel in Figure 1 also includes a “best fit” line that indicates the relationship between stops and population (i.e., the stop rate for the agencies and communities listed in each panel). The agency detailed reports replicate Figure 1 and highlight the location of each agency in this figure, which facilitates comparisons to other agencies.

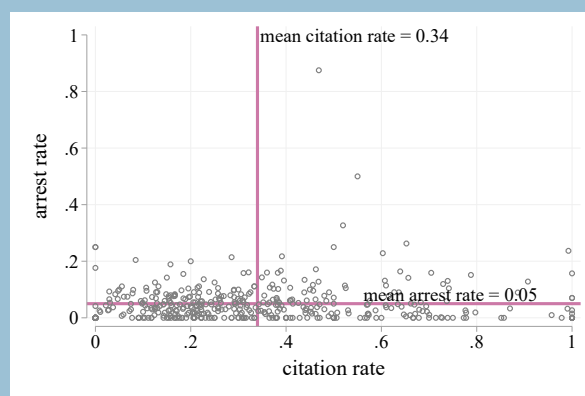
## FIGURE 2: CITATION, ARREST, SEARCH AND HIT RATES ACROSS AGENCIES FOR MISSOURI

Figure 2 describes the other outcomes of interest for vehicle stops (i.e., arrests, citations, searches and the discovery of contraband during a search, or “hits”), by the agency. The data are reported as rates, for all stops (left side) and for only stops involving the non-white population (right side).

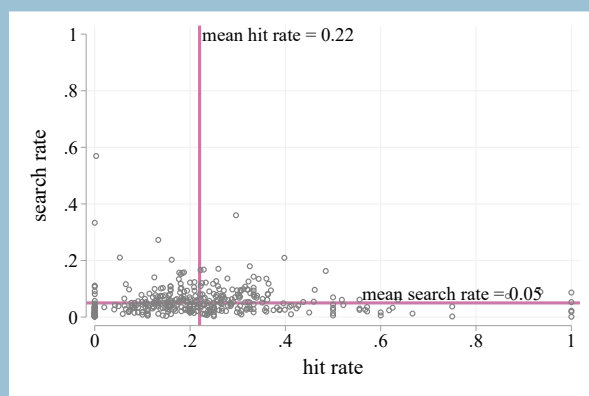
(a) Arrest and citation rate



(b) Non-white arrest and citation rate



(c) Search and hit rate



(d) Non-white search and hit rate



*Notes: Figure (a) graphs the arrest rate and citation rate for all agencies in Missouri. Similarly, Figure (b) graphs the arrest rate and citation rate for all non-white stops. Figure (c) graphs the search rate and hit rate for all agencies in Missouri. Similarly, Figure (d) graphs the search rate for all non-white stops and hit rate for all non-white searches.*

The panels in the first row of Figure 2 show the distribution of agency citation rates and arrest rates per 100 stops compared to the average rates for all agencies. Agencies located in the upper right quadrants of these figures exhibit higher than average arrest and citation rates, while those in the lower left quadrant exhibit lower than average rates for both arrests and citations.

The panels in the second row of Figure 2 describe the search rate per 100 stops and the contraband hit rate per search, as well as the mean for these rates across all agencies.<sup>4</sup> Agencies in the lower right quadrant conduct relatively few searches with higher contraband hit rates. Agencies in the upper left quadrant conduct relatively more searches with fewer contraband hit rates. The agency detail reports replicate Figure 2 and highlight the location of each agency in the figure.

## DATA LIMITATIONS FOR COMPARING DIFFERENCES

When comparing these summary metrics across agencies or different population groups, several caveats must be considered. First, driving patterns and composition of the driving communities. Second, traffic enforcement, the frequency of calls to police, and discretionary stops and searches also vary across agencies. Consequently, agencies may exhibit different stop rates or search rates due to the composition of drivers encountered by the agency, the enforcement policies implemented by the agency, or some combination of these and other factors.

For example, traffic stops that are the result of investigative stops or emergency calls may generate higher arrest rates than stops resulting from the enforcement of speed limits. Similarly, an arrest will almost always lead to a search, while searches of motorists during routine traffic stops are likely more rare and highly discretionary. Any comparison of search rates and hit rates must then consider the frequency of discretionary searches. As more agencies report incident-level data, accounting for such distinctions may become possible in subsequent reports.

The same caveats apply when examining variations in traffic stops and resulting outcomes across racial and ethnic groups. Observed differences may result from differential impacts of policing, differential treatment by police, or some combination of these and other factors. Differential treatment refers to bias (unintended or not), whereas differential impact refers to several potential sources of imbalances that are not a direct result of bias on the part of officers conducting vehicle stops. An example of differential impact would be if one population group has more outstanding warrants on average, then that group would have a higher arrest rate not because officers' actions were different with respect to each group, but because the same enforcement action, arresting drivers with outstanding warrants, disproportionately impacts one group more than another. Similarly, existing patterns of residential concentrations by race may result in a differential impact of policing across racial and ethnic groups if officers more intensively patrol some beats due to more calls for service, higher crime rates, or other factors.

The sources of these impacts are themselves of interest and should be considered by policymakers and the public, but they are not the direct result of differential treatment by officers conducting vehicle stops. Consequently, the presence of large or persistent variations is not necessarily an indication of bias in policing. For these reasons, no single metric is capable of identifying or disproving bias in policing. Instead, these data are presented for the purpose of informing a continuing conversation among the public and policymakers regarding differences in traffic stops and outcomes across agencies, as well as differences in these measures across racial and ethnic groups. However, any analysis of such differences must take into consideration that imbalances across population groups may be generated by many factors, including:

- **Policing strategies and policies:** Law enforcement officials make strategic choices on where and when to police that may disproportionately impact various racial/ethnic groups. Strategies such as concentrating patrols in areas within a city with higher crime rates, could lead to a disproportionate impact if that area has a higher concentration of a racial/ethnic group than the jurisdiction as a whole.
- **Differences in *real* rates of offending between racial/ethnic groups:** The correlation of dynamics such as economic or social disadvantage with race or ethnicity may lead to differences in rates of real offending. If there are *real* differences in offending rates, traffic stops should theoretically increase or decrease accordingly.
- **Implicit or explicit bias:** Implicit bias refers to subconscious or unconscious biases that influence the decisions and perceptions of individuals. Implicit bias can be difficult to detect, even for the individual operating under its influence. Explicit bias refers to conscious bias towards a specific group.
- **Incorrect population benchmark:** Estimated population characteristics may not accurately measure the racial and ethnic composition of drivers. Further, changes in population demographics may not be fully captured in population estimates.

<sup>4</sup> Agencies that conduct very few searches will be more likely to cluster at quotients of small values, such as 0, .5, and 1 for the search and hit rates. This effect is particularly noticeable in the non-White search and hit rate charts due to smaller raw counts of searches for this population.



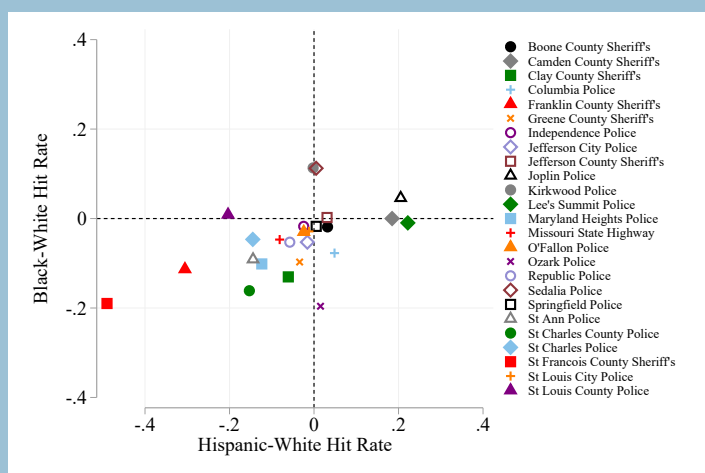
## DIFFERENTIAL HIT RATES

In addition to the metrics described in Table 1 above, a frequently employed proxy for bias in searches is the difference in contraband “hit rates” across groups. The logic of comparing hit rates is as follows: i) if discretionary searches are conducted for the purpose of discovering contraband, and ii) police search motorists only when they estimate that the probability of finding contraband exceeds some threshold (e.g., 30%), then unbiased search behavior will result in a hit rate that is equalized across groups, although search rates may vary across groups. For example, if one group is more likely to possess contraband, then unbiased search behavior will lead to a higher search rate for that group, until the probability of finding contraband is equalized across different groups. Consequently, differences in hit rates are an indicator of differential treatment, while differences in search rates are not necessarily an indicator of differential treatment.

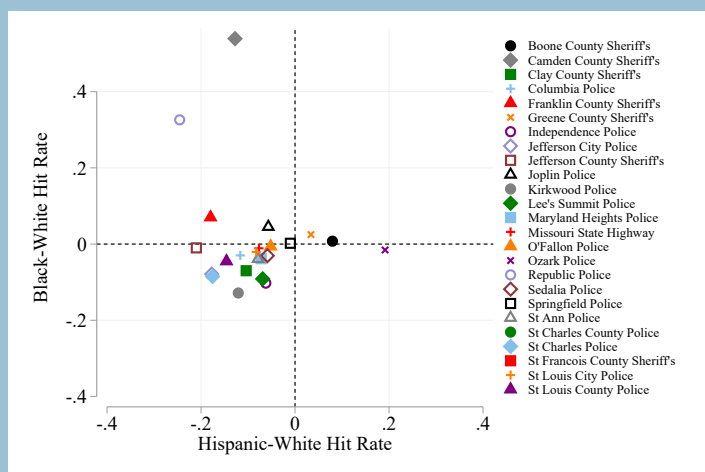
The analytical benefit of differential hit rates is based on the maintained assumption that searches are discretionary. However, this is not always the case. As an example, many agencies have a policy of searching any individual being arrested for obvious reasons of officer safety and investigative integrity. Thus, a high number of arrests might skew the hit rate with non-discretionary searches. The aggregate data reported by most agencies does not allow for any distinction between discretionary and non-discretionary searches, but as more agencies report incident-level data, such a distinction will be feasible. Yet another consideration is that large differences in search rates across groups may be considered problematic even if hit rates are equalized across racial and ethnic groups, since searches are invasive. For this reason, it is useful to consider the frequency of searches alongside hit rates. Finally, because searches are relatively infrequent, a comparison of differential hit rates is not informative unless there are a sufficient number of searches conducted for each population group.

### FIGURE 3: RELATIVE HIT RATES FOR THE TOP 25 AGENCIES WITH THE MOST SEARCHES

(a) 2024



(b) 2014



*Notes: The race specific hit rate is calculated as the number of searches that find contraband divided by the total number of searches for a specific race. The difference between the Black and White hit rates and the Hispanic and White hit rates are plotted on the y- and x-axis, respectively.*

Figure 3 shows the differential hit rates for the 25 largest agencies in the state by the number of searches; the same agencies are shown for two snapshots in time: 2024 (in panel a) and 2014 (in panel b). The data are plotted such that the lower-left quadrant is associated with theoretical “over-searching” the Black and Hispanic population relative to the White population, while the upper-right quadrant is associated with theoretical “over-searching” the White population relative to the Black and Hispanic population. If all searches are discretionary, then unbiased searches would result in all agencies being located at the origin in the figures (0,0). However, deviations from the center are expected, since not all searches are discretionary. Consequently, the location of a given agency in these figures is not necessarily an indication of bias in searches by police, but persistent outliers may warrant further examination.

Looking across the two panels of Figure 3, it is informative to see how agencies have shifted over time. However, we are only showing two snapshots in time, so it may be the result of random variation in the data as opposed to a persistent trend. Future reports will explore patterns in differential hit rates over time and across agencies in more detail. And as more agencies report incident-level data on stops, it will be possible to calculate differential hit rates using only the subset of discretionary searches.

Tables 4 and 5 provide more detailed information on traffic stops, also broken down by race and ethnic group. The agency reports follow the same presentation format as shown here, but exclude the figures showing differential hit rates by community.

## TABLE 4: NUMBERS OF STOPS BY RACE FOR MISSOURI

	Total	White	Black	Hispanic	Native American	Asian	Other
<b>All Stops</b>	1282528	984190	217871	46655	2171	14372	17269
Resident Stops	640014	523042	86318	19447	877	5684	4646
Non-Resident Stops	642514	461148	131553	27208	1294	8688	12623
<b>Reason for Stop</b>	.	.	.	.	.	.	.
Moving	708575	545672	112300	28989	1337	10829	9448
Equipment	167012	130134	26592	6062	330	1502	2392
License	432729	323283	88746	12080	521	2559	5540
Investigative	37625	25158	9221	1868	57	367	954
Called for Service	10160	6802	2530	479	11	89	249
Officer Initiative	18129	12467	4249	906	41	137	329
Det./Crime Bulletin	1423	892	399	67	2	22	41
Other	8218	5373	2072	414	8	118	233
<b>Stop Outcome</b>	.	.	.	.	.	.	.
Searches	61389	46038	11651	2988	88	358	266
Contraband	13355	10368	2278	574	17	64	54
Arrests	49421	33228	12680	2877	70	303	263
Citation	532132	377384	117743	24313	755	6283	5654
Warning	989652	794414	135936	35839	1640	10645	11178
No action	36716	25378	8425	1867	81	375	590
<b>Citation/warning violation</b>	.	.	.	.	.	.	.
Moving	739796	570750	115503	31699	1381	11317	9146
Equipment	224033	175685	35256	8488	362	1886	2356
License/Registration	586999	439656	114960	21930	685	3903	5865
<b>Arrest violation</b>	.	.	.	.	.	.	.
Outstanding warrant	20634	13107	6716	602	20	102	87
Drug Violation	5458	4478	804	140	7	12	17
Resist Arrest	1956	1196	666	76	1	8	9
Off Against Person	2376	1733	506	114	1	5	17
Traffic	14620	9133	4039	1302	16	55	75
DWI/BAC	14692	10844	2348	1222	36	160	82
Property	1129	664	390	62	1	3	9
Other	3615	2399	945	236	1	10	24
<b>Officer Assignment</b>	.	.	.	.	.	.	.
General Parol	1085013	843822	174227	39500	1811	12337	13316
Dedicated Traffic	157612	110597	36282	5473	224	1597	3439
Special Assignment	40719	30610	7367	1674	127	421	520
<b>Location of Stop</b>	.	.	.	.	.	.	.
Interstate hwy	159405	107926	36696	9575	363	3221	1624
US hwy	2844415	2809439	22919	8006	315	2065	1671
State hwy	301991	253143	34040	9025	457	2623	2703
County road	79570	58372	17342	1652	128	846	1230
City street	481449	353239	96115	17675	837	5181	8402
Other	46366	32909	10570	741	57	452	1637
<b>Driver Gender</b>	.	.	.	.	.	.	.
Male	793942	604307	131118	35653	1554	9624	11686
Female	488427	379962	86560	10990	607	4731	5577
<b>Driver Age</b>	.	.	.	.	.	.	.
17 and under	47728	40727	4428	1349	55	364	805
18-29	435589	317664	84942	19852	923	5383	6825
30-39	309765	226382	62100	13180	519	3230	4354
40-64	414657	333475	59628	11596	605	4769	4584
65 and over	74849	66249	6583	666	59	610	682

Table 4 Note: Data reported by the agency to the Attorney General's Office covering all traffic stops in 2024.



## TABLE 5: SEARCH STATISTICS BY RACE FOR MISSOURI

	Total	White	Black	Hispanic	Native American	Asian	Other
<b>Probable cause</b>	.	.	.	.	.	.	.
Consent	25469	20541	3623	1016	39	136	114
Inventory	5709	3690	1521	413	6	34	45
Drug/alcohol odor	2518	1784	508	176	3	15	32
Incident to arrest	29749	20099	7344	1894	49	232	131
Plain view contra.	2421	1760	464	160	5	15	17
Reas. susp-weapon	1308	703	515	75	3	8	4
Drug-dog alert	2690	2291	293	82	4	11	9
Other	1163	930	178	37	1	6	11
<b>What searched</b>	.	.	.	.	.	.	.
Driver	17757	11904	4485	1107	33	147	81
Car/property	9884	7698	1486	538	15	92	55
Driver & Property	29996	22687	5681	1340	40	118	130
<b>Search duration</b>	.	.	.	.	.	.	.
0-15 minutes	52023	37735	10894	2745	80	336	233
16-30 minutes	5044	4128	656	209	8	18	25
31+ minutes	788	615	122	37	2	3	9
<b>Contraband found</b>	.	.	.	.	.	.	.
Drugs	10010	8224	1421	288	11	38	28
Alcohol	2596	1884	412	261	5	19	15
Currency	157	81	52	18	0	3	3
Weapon	1556	868	623	52	0	4	9
Stolen property	449	289	139	17	1	0	3
Other	865	726	83	45	1	2	8

Table 5 Notes: Data reported by the agency to the Attorney General's Office covering all traffic stops in 2024.





## **Missouri Attorney General's Office**

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